

THE ST. LOUIS REPUBLIC.

WORLD'S—1904—FAIR

NINETY-FIFTH YEAR.

ST. LOUIS, MO., WEDNESDAY, JUNE 10, 1903.

PRICE

In St. Louis, One Cent.
Outside St. Louis, Two Cents.
On Trains, Three Cents.

CITIZENS MEET NEED FOR HEROIC WORK ON FRAIL LEVEES.

Several Serious Breaks Are Caught in the Nick of Time in East St. Louis.

ST. LOUIS POLICEMEN HELP.

B. & O. and Illinois Central Embankments Give Way and Water Threatens Many Homes.

THE STOCK YARDS DESERTED.

Live-Stock Exchange Subscribers \$2000 for the Relief—Rescuers in Southern Part of City in Swarms.

E. C. EMBANKMENT GIVES WAY: PART OF EAST ST. LOUIS FLOODED.

At 12:30 o'clock this morning the Illinois Central embankment at the Valley Railroad crossing in East St. Louis was washed from in under the tracks.

The entire lower part of East St. Louis was flooded as a result and about 5,000 homes are affected.

The people are greatly excited, and at 1 o'clock this morning began building a dike on Broadway in an effort to keep the water from the other parts of the city.

It is feared now that the entire city will be flooded.

With a hastily constructed levee of bags of sand and dirt from five to twenty feet high and in some places seventy-five feet wide, East St. Louis residents are hoping and praying for a fall in the river, which will relieve the awful pressure on the levees which require the constant attention of hundreds of watchers.

Time and again breaks were caught just in the nick of time. At several places these breaks assumed tremendous proportions in a few moments and it took heroic work to robank the levee again.

Volunteers comprising the most prominent citizens of the town have done without sleep for days and nights watching and working on the levee which protects the town from the flood.

There is no distinction among the men who work and watch. They are all there for that purpose and from priest, lawyer and merchant to the common laborer, all work together in harmony and with a will.

ST. LOUIS POLICEMEN HELP TO PATROL LEVEES.

Almost a hundred St. Louis policemen and detectives went to the assistance of hundreds of specially deputized policemen and the East St. Louis force in patrolling the levee. All are heavily armed and are prepared to take immediate steps in the event any mischiefmaker causes trouble on the dike or attempts to displace any of the men of the flood.

Hundreds of suspicious characters have been arrested and have been taken to Belleville, where they are working on the rock pile.

Sheriff Wash Thompson and his Chief Deputy, Charles Cashe, have deputized a dozen men, and these work in harmony with the police.

Riot guns have been supplied to these Deputy Sheriffs and to many of the policemen.

MAJOR COOK WORKS LIKE GENERAL DIRECTING BATTLE.

Major Sias Cook has not been to his home nor has he taken off his clothes to rest since Friday.

Except for a few brief snatches of rest in his armchair in his office in the City Hall he has been absolutely without sleep. His meals have been brought to him in his office and he has continuously directed the work of the fighters of the flood.

Major Cook has had much experience in fighting water and the experience stood him well in hand in this flood.

Reports are brought into his office every fifteen minutes as to the stages of the water, the progress being made at the various levees, the movements of the construction trains and the points that show signs of the greatest weakness.

In addition to directing the work from his office, Major Cook walks up and down the long dike from one part of the city to the other, giving the workmen a lift with a sack of sand or dirt, and showing another man how to place the sacks on the dike so as to best strengthen it.

COMMUNICATION WITH ST. LOUIS ONLY BY BOAT.

But one means of communication remains between St. Louis and East St. Louis, and that is by boat.

The Broadway viaduct, which spans the Cahokia Creek and the railroad yards, has been condemned as unsafe, and a cordon of police stands on either side with specific instructions to permit no one to go over the bridge.

The condemnation of the viaduct was caused by the sinking of the east pier on the south side. It sank about four feet from the undermining of the foundation by the water from the big Broadway sewer which was built beneath the pier. As a result there is much criticism of the engineering work which is responsible for this state of affairs.

A few persons, including travelers, who had purchased tickets on the St. Louis side, were permitted to cross the viaduct, as were special officers from St. Louis and physicians and those who had been caught on either side of the place.

Those who work in St. Louis and live in East St. Louis or vice versa were not permitted to cross the viaduct. If the other

HEAVY TRAFFIC ON RAILWAY TRANSFER STEAMER RECALLS PALMY DAYS OF RIVER TRAVEL



Passengers passing along Vine street to and from the steamer Spread Eagle, which connects with the railway station at Alton.

Almost the entire railroad passenger traffic between St. Louis and the North and East is being carried by the steamer Spread Eagle, which makes connections with the railroads at Alton.

From the heavy damage at the Merchants' bridge and the condition of the Eads bridge railroad men say the arrangement may last some time.

The steamer makes two trips each day, departing from the foot of Vine street at 10 o'clock in the morning and at 4 in the afternoon.

Never since the river's most palmy days, when it was the only means of travel, have

the streets in the levee district been the scene of so much excitement.

As the time for the departure of the steamer draws near a stream of passengers, carrying handbags and valises, pour down narrow Vine street to the wharfboat.

A wide gangway has been built over the submerged levee which reaches almost up to Commercial street, and to board the steamer is easy.

Prominent business men drive down to the boat in carriages and are whisked aboard, where staterooms have been reserved for them.

Women are met at the stage by uni-

formed officers of the steamer and handed aboard, where they meet their friends in the main saloon and hold an informal reception, as the belles of St. Louis did half a century ago.

The mails, too, are being transferred and yesterday the mail matter to be taken up on one of the trips half filled the big wharfboat.

Among the passengers who returned to St. Louis on one of the incoming trips were James Campbell, the broker, who had been to New York; J. P. Shepley, vice president of the Union Trust, who came in from Chicago; and Robert Aull, secretary of the Security Building Company.

PRESIDENT'S PATIENCE WITH COLOMBIA ALMOST EXHAUSTED

If the Congress Which Convened on June 20 Does Not Show an Earnest Purpose to Consider the Panama Canal Treaty, Negotiations Will Be Abruptly Terminated.

Washington, June 9.—Important conferences have been in progress recently between Secretary Hay and persons connected with the Panama Canal enterprise, the outcome of which is to promptly terminate the negotiations with Colombia one way or the other.

The President's patience is well-nigh exhausted over the conflicting reports in regard to the treaty that came from Colombia, and that Government is to be made aware of that fact.

On the 20th inst. the Colombian Congress will convene, and its proceedings will be watched with the greatest interest here, if it shows an earnest purpose to consider the treaty, a due allowance of time will be made by our Government. If there is an evident purpose to delay ratification beyond a reasonable time, then the treaty negotiations will be abruptly terminated, and the President will proceed to carry out the next instruction of Congress, namely, to arrange with Nicaragua and Costa Rica for the acquisition of canal rights.

passengers will be permitted to use the viaduct in a few days.

TRAFFIC BY RAIL. ALMOST SUSPENDED.

The water stood from four to five feet deep at the Relay Station, and as a result the railroads were shut out of the use of the Eads bridge.

Such roads as the Vandalia, the Baltimore and Ohio, the Louisville and Nashville and the Southern and the Illinois Central took on and let off passengers on the outskirts of the town. There was grave fear last evening that the Illinois Central and the Vandalia would have to suspend operations altogether on this division.

The Vandalia stops at Edwardsville, from where the passengers are transferred to the East St. Louis and Suburban electric cars, and are conveyed by way of Collinsville and Edgemoor to East St. Louis.

That portion of the East St. Louis and Suburban road between Lansdowne and Collinsville has been abandoned because of the water. The electric cars for Collinsville and Edwardsville now run by way of Edgemoor and French Village.

TENTS SECURED FOR STOCK YARDS REFUGEES.

The National Stock Yards, Whisky Chute, Goose Hill and all that section of the city is under water.

That part of what is known as Illinois City west of the B. & O. tracks, is under water.

Dealers at the stock yards yesterday removed all of their live stock, horses and mules to places beyond the flood levee.

To take care of these persons Mayor Cook yesterday secured 200 tents and a large number of blankets from the Governor at Springfield.

Conditions are very similar in Rush City and Tudorville, which places are populated only by negroes.

At a meeting of the East St. Louis Live Stock Exchange at the National Stock Yards \$2,000 was subscribed for the relief of the flood sufferers and to protect the city from the flood.

A committee, consisting of Al Keechler, president, and Harry Parry, secretary, and C. T. Jones, Hugh Mills and W. F. Smith, were selected to supervise the work. Yesterday afternoon they had secured a hundred wagons and several hundred laborers to help in the work.

SEEPAGE IS FILLING MANY REMOTE CELLARS.

The water in the Cahokia Creek compelled the engineer at the Broadway pump to close down the pump, which has been pumping the sewage out of the city.

Shortly afterwards a break in the Broadway sewer caused the water to rise in the city. Cellars are being filled slowly with the water, which is steadily seeping through the ground.

ST. LOUIS WITHOUT SERVICE OF THE EASTERN RAILROADS.

Flood Covers Approach of Eads Bridge and Cuts Off Only Means of Train Communication—Boat Service Continued by C. & A., Big Four and Burlington Lines.

Train communication between East St. Louis and St. Louis was found to be impossible shortly after noon yesterday.

This was due to the water rising over the tracks east of the approach of the Eads bridge and also covering the Vandalia tracks near Willow Station.

It is stated that engines could be rushed through the water over the Eads bridge approach if it had not been for the danger of making waves high enough to harm the levees.

For this reason the attempt was not made, and when it was found that the Vandalia tracks, which had been used by the Louisville and Nashville, Southern Illinois Central and the Vandalia for the last day or so, were flooded near Willow Station, the last hope of establishing Eastern train service from Union Station was given up, and the resources of the traffic officials were turned to utilizing all of the track communication.

Orders were given out that the Vandalia train should not be operated west of Effingham, Ill., but it is stated that arrangements will be made with an electric line running from Effingham to bring St. Louis passengers to a more convenient point.

Passengers and baggage were received and entertained at Cone Station, near East St. Louis, from which point they took the car to the viaduct near the east approach of the Eads bridge, which was condemned yesterday for car and wagon service, and only passengers to the trains were allowed to cross it.

The Vandalia is continuing its Kansas City service without a break, using the Missouri, Kansas and Texas from Moberly to Sedalia and the Missouri Pacific from Sedalia to Kansas City.

To the Missouri Pacific is due the credit of keeping up a continuous and practically uninterrupted service between Kansas City and St. Louis throughout all the flood period, as well as its Southern lines.

Aside from maintaining its own service on all but about seven miles of its own tracks, the Missouri Pacific has afforded truckage to the Burlington, Santa Fe, Wabash and other lines.

Vice President and General Manager Russell Harding returned yesterday from Kansas City, where he has been since the flood began, and to whose efforts the excellent record of the Missouri Pacific is said to be in a great measure due.

The Missouri Pacific is now running trains into Union Station over its own tracks from St. Louis.

Other Western lines are catching up on their Western service, and the traffic between St. Louis and Kansas City is practically uninterrupted.

The Chicago and Alton continued and added to its boat service from St. Louis to Alton, as did the Burlington and Big Four. The steamboat Spread Eagle and two other boats have been engaged. Trains departed from Alton shortly after 7 o'clock yesterday evening and about noon.

Service on the Mobile and Ohio was annulled, as was service on the Chicago, Peoria and St. Louis.

The Chicago and Alton continued and added to its boat service from St. Louis to Alton, as did the Burlington and Big Four. The steamboat Spread Eagle and two other boats have been engaged. Trains departed from Alton shortly after 7 o'clock yesterday evening and about noon.

Service on the Mobile and Ohio was annulled, as was service on the Chicago, Peoria and St. Louis.

The Chicago and Alton continued and added to its boat service from St. Louis to Alton, as did the Burlington and Big Four. The steamboat Spread Eagle and two other boats have been engaged. Trains departed from Alton shortly after 7 o'clock yesterday evening and about noon.

Service on the Mobile and Ohio was annulled, as was service on the Chicago, Peoria and St. Louis.

The Chicago and Alton continued and added to its boat service from St. Louis to Alton, as did the Burlington and Big Four. The steamboat Spread Eagle and two other boats have been engaged. Trains departed from Alton shortly after 7 o'clock yesterday evening and about noon.

Service on the Mobile and Ohio was annulled, as was service on the Chicago, Peoria and St. Louis.

RIVER'S SECOND RISE CAUSES EXODUS FROM TRI-CITIES.

Relief Boats Nearly Depopulate the Flooded District About Venice, Madison and Granite City, Where Inhabitants Were Endeavoring to Remain—High Wind Brings Backwater Up Two Feet and Terrorizes Refugees.

SEARCH FOR SUPPOSED DEAD SHOWS SOME TO BE ALIVE.

At midnight the river gauge at St. Louis registered 37.75, the highest stage of the present rise.

Frightened by a further rise of the water and reports of a second flood, there was a rush to get away from the stricken cities of Venice, Madison and Granite City yesterday, which almost depopulated the towns.

Relief boats, carrying provisions to those who had remained to battle with the flood, were loaded to their gunwales with the return of refugees.

Shelter was provided for all in need of assistance immediately upon their arrival, and such of those as were sick were hurried to the hospitals.

Plenty of food has been provided for those who are still in the inundated district, and none is regarded as being in peril.

Search for the missing in the Tri-Cities shows that many persons who were thought to be dead are safe, and the death list as first reported will be greatly reduced.

Heroic work is being done in East St. Louis to restrain the encroaching water, and citizens are still hopeful that the property damage will be kept at the minimum.

Traffic through the Merchants' bridge gateway to the city is still cut off, owing to the washing away of a part of the bridge approach, but yesterday relief trains plied between St. Louis and the point where the washout occurred, bringing into the city many of the refugees.

Since noon yesterday the Eads bridge has been closed to train traffic, due to high water at the east approach. This cuts St. Louis off from all direct Eastern connection, and it is not possible to say when the service will be restored.

East St. Louis is the present terminus for all lines that can enter that city, and other roads are transferring passengers by boat from Alton.

The rising water in the Tri-Cities, the break in the Cahokia backwater levee and the report that the Mississippi River is not to rise three feet spread terror through the flood district yesterday.

The result was almost the depopulation of the towns. Venice, Madison and Granite City had not 5 per cent. of their normal population in them last night.

The flood rose fully two feet in the Tri-Cities yesterday.

This was due in part to the fact that the west wind backed the water up on the east side of the river, and more especially because the water inside the railroad tracks, which girdle the towns, had not reached the level of the river itself.

Water coming down from the breaks in the principal levees north of Granite City soon filled the farm lands to the river level as far as the Chicago and Alton tracks. Then the water overflowed the tracks into the Tri-Cities.

ANOTHER FOOT TO WITHSTAND.

On Monday the fall was fully three feet, yesterday it was only one foot, explaining the two-foot rise in Venice and the other cities. This fall has extended from Granite City to Venice, a distance of fully three miles, which shows that the Tri-Cities yet have another foot to withstand.

The report of a three-foot rise in the river itself was brought by men in a skiff, who declared that they secured the information in St. Louis and came to warn the East Side.

Newspapers and other reliable sources of information are scarce, and this rumor spread like wild fire. Communication with the East Side by telephone at St. Louis did much to dissipate this false impression, but the stampede of the citizens could not be fully prevented.

The break in the Cahokia backwater levee does not seriously threaten this locality. It has let the water flow in from Horseshoe Lake, filling up the small area more quickly than would otherwise have occurred.

The rise in the towns has done little more damage than was accomplished before it came. It affects particularly Granite City, as it submerged districts which had not been previously reached.

There are now only ten blocks in Granite City out of water.

SUFFERING DIMINISHED BY RELIEF BOATS.

Steamers, launches and rowboats, carrying supplies from St. Louis, decreased suffering in the flooded district by a large extent yesterday.

The relief work in Madison and Venice was done indiscriminately, the boats taking supplies wherever it was heard that they were needed.

In Granite City the relief was conducted by representatives of the Nidringhaus interest, which has been done to relieve the situation and all persons actually in need at that place.

The modes of egress to St. Louis were more numerous and accessible. Skiffs plied among the houses from the voluntary ferries—the William McClelland, the Annie Russell and the Mark Twain—taking refugees to the steamers without charge.

Tornal engines continued to run from the east approach of the Merchants' bridge.

Continued on Page Three.

Leading Topics in To-Day's Republic.

- THE SUN RISES THIS MORNING AT 4:34 AND SETS THIS EVENING AT 7:23. THE MOON RISES THIS EVENING AT 7:30.
- GRAIN CLOSED: ST. LOUIS—JULY WHEAT 77½c ASKED; JULY CORN 47½c ASKED.
- CHICAGO—JULY WHEAT 75½c; JULY CORN 48½c ASKED.
- WEATHER INDICATIONS.
- For Missouri—Fair and cooler Wednesday, Thursday fair.
- For Illinois—Fair Wednesday, cooler in extreme south, Thursday fair.
- For Arkansas—Showers and cooler Wednesday, Thursday partly cloudy; probably showers.
- For East Texas—Showers Wednesday; cooler in northeast, Thursday probably fair.
- For West Texas—Fair in north, showers in south Wednesday and probably Thursday; warmer Thursday in north.
- Page.
2. Merchants' Exchange Relief Fund increased by \$2,000.
4. Society Events.
5. Subway Amendment Gives More Revenue.
6. Grank Jury Member Knows of Boodling.
7. Said to Be Youngest Pupil to Enter High School.
8. Editorial.
9. British Medal for American Architect.
10. Disruption in Ranks of the Republicans.
11. Says Lee Opposed South's Secession.
12. Governor Dockery Greets Credit Men.
13. Religious News.
14. The Republic Form Chart.
15. Miss Crawford, Filly of the Year.
16. Browns Lose to New York.
17. Chicago Grain Markets.
18. Republic "Want" Ads.
19. Birth, Marriage and Death Records.
20. New Corporations.
21. Rooms for Rent Ads.
22. Wall Street Discouraged.
23. Wheat Closed Higher.
24. Transit Company Gains.
25. Summary of St. Louis Markets.
26. Mason Criticizes Yates.
27. Cote Brilliant School Exercises.
28. Leubert May Not Visit the Pope.
29. KILLS HER HUSBAND.
30. BEFORE HE CAN SHOOT.
31. Butte, Mont., June 9.—Mrs. Leo Brown of Powderville to-day shot and killed Dick Standfer, a cowboy, her former husband. Standfer knocked her down twice.
32. When Standfer attempted to draw his revolver Mrs. Brown got hers and first and killed him.